

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 11:44 AM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 300 Const Calendar Day: 606 Date: 07-May-2011 Saturday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 11:00 am 04:00 pm Break: Over Time: 05:00

Federal ID:

Location:

Reviewer: Mathur, Lalit

Approved Date:

Status: Submit

**04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge****Weather****Temperature** 7 AM 50 - 60 12 PM 50 - 60 4PM 50 - 60**Precipitation** 0.00"**Condition** Sunny with high windsWorking Day ☒ If no, explain:**Diary:**

Dispute

**Work description.**

- See Alex Schmitt's diary for more details regarding the stressing (100% of Pjack) of the W2W west deviation saddle anchor rods for the load verification or lift-offs. We both covered the final 8 rods to be stressed. I was onsite to be ready for stressing to ensue on the W2E west deviation saddle anchor rods which never occurred today. Instead ABF ironworkers began to prepare for removing the support gantries for the W2W west deviation saddles.

- See Alex Schmitt's diary for more details regarding ABF's equipment, labor, and operations for mobilizing the support frames used for stressing the Macalloy rods at the W2E Hinge K pipe beam assemblies.

☐**04-0120F4 Bid Item: 060 W-W2C-WDS.060 W Line W2 Cap West Deviation Saddle**

AMERICAN BRIDGE/FLUOR, A JV

**Labor**

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
<b>Contractor:</b> AMERICAN BRIDGE/FLUOR, A JV								
Ironworker	APP	MARIO MARQUEZ	0.00	8.00	0.00	8.00		<input type="checkbox"/>
Ironworker	JNM	RIGOVERTO GARCIA	0.00	8.00	0.00	8.00		<input type="checkbox"/>
Ironworker	FOR	JERRY KUBALA	0.00	8.00	0.00	8.00		<input type="checkbox"/>

**Diary:**

Dispute

**Work description.** 060 W-W2C-WDS.060

The following equipment was used for stressing the W2W west deviation saddle:

//Boltight Pumps//

1.) Serial Number = 0507574 and Type = BT1507-1

2.) Serial Number = 63622-2222000136 and Type = BT1507

//Boltight Jacks//

Broken jacks not used at all:

1.) RN# = 4035

2.) RN# = 4036

Jacks used on the top portion of the W2W west deviation saddle:

1.) RN# = 4043

2.) RN# = 4051

☐

## Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name Bruce, Matt

Diary #: 300

Date: 07-May-2011 Saturday

Jacks used on the bottom portion of the W2W west deviation saddle:

- 1.) RN# = 4060
- 2.) RN# = 4063

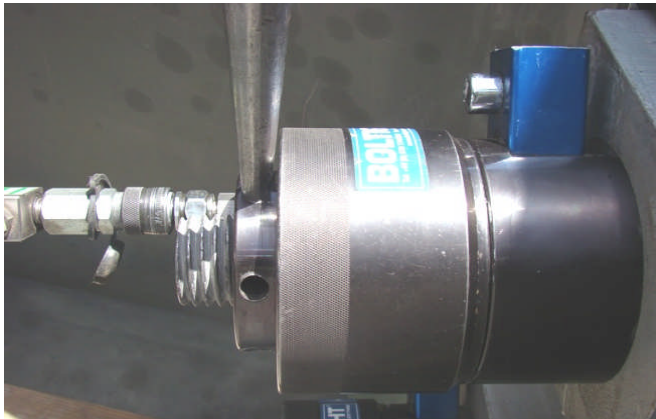
Spare Jack that wasn't used:

- 1.) RN# = 4064

The following are the general comments related to the stressing operation:

- 1.) The remaining 73 anchor rods of the W2W west deviation saddle were stressed today to verify the load in the anchor rods. The anchor rods were stressed to 100% Pjack at a gauge pressure of 17,250psi. This was done twice on all rods again for all of the anchor rods I observed as the ironworkers tried to tighten the nut to mitigate seating losses.
- 3.) The ironworkers applied the proper gauge pressure of 17,250psi throughout the stressing operation.

### Attachment



Boltight jack stressing an anchor rod for the W2W west deviation saddle.



ABF ironworkers moving stressing support frames to the W2E Hinge K pipe beam assemblies.



ABF ironworker tightening the nut after the verification load or lift-off was performed.



Cracks were seen after stressing operations directly below the anchor rod that was stressed.